



Short Safety Subject

PRE-TRIP SAFETY BRIEFING

This briefing guide is designed to assist commanders and other leaders in briefing individuals before departure on planned trips outside the immediate local area.

1. POV ACCIDENT PREVENTION POLICIES:

- a. Safe driving takes precedence over all travel schedules.
- b. Seatbelt use is mandatory.
- c. The consequences of drinking and driving.
- d. Procedure to follow in case of emergency

2. COMMON ACCIDENT CAUSES: Discuss five POV accident scenarios (attached).

3. KEY ACCIDENT PREVENTION SAFETY FACTS/INFORMATION:

a. SPEED

- Speeding/reckless driving is a prime cause of POV fatalities.
- If running late, speeding should not be an option. Call the chain of command to work something out so that safe return is assured.
- As speed increases, so does distance required to stop, risk of an accident, and severity of crash if one occurs.
- It takes the average driver 1.5 seconds to react to a hazard.

b. ALCOHOL

- Driving after drinking and while fatigued is a prime cause of POV fatalities.
- Use a designated driver if you plan to drink.
- A person's blood alcohol concentration (BAC) can be well below the intoxication level and still cause impairment. For a 160- to 180-pound person, one beer consumed in one hour will result in a BAC of .01-.02 percent. Inhibitions will be lessened and judgment will begin to be affected.
- A 12 ounce beer = 1 ounce of liquor (100 proof) = 4 ounces of wine

c. FATIGUE

- Schedule your trip to avoid driving during normal sleep hours.
- Ensure you are completely rested prior to departure/return from your trip.
- Drivers should plan for at least a 15-minute rest stop every 2 hours.
- Limit driving to 350 miles per day or no more than 8 hours on the road.

d. GENERAL

- Stress the value of protective equipment (seatbelt systems, helmets).
- Encourage personnel to be sure sufficient funds are available to cover expenses. Shortage of funds often leads to marathon driving.
- Avoid driving during late night hours. There is an increased incidence of drunk driving during late night hours.

POV ACCIDENT SCENARIOS

1. YOUNG DRIVER, LATE AT NIGHT (48% of driver error cases)

YOUNG SOLDIER DRIVING LATE AT NIGHT WHILE FATIGUED/UNDER THE INFLUENCE OF ALCOHOL/SPEEDING.

EXAMPLE:

At approximately 0440 hrs, a 19 year old male soldier was killed when his car ran off the road at a high rate of speed and hit a telephone pole. The car hit the pole so hard that it snapped the pole off at its base. The car rolled several times, ejecting the soldier. His blood alcohol level was measured at .18% at the time of the accident.

2. WEEKEND DAY TRIP (15% of driver error cases)

SOLDIER ON 4-LANE/RURAL ROAD DAY TRIP ON WEEKEND DURING THE SUMMER.

EXAMPLE:

A soldier and his family were traveling on an interstate highway during daylight, enroute to their summer vacation destination. Driving at a high rate of speed, the soldier struck a car traveling in his lane that he was trying to pass. His car then careened across the center median and hit a tractor trailer head-on. He and his family were killed

3. NIGHT CITY DRIVING (15% of driver error cases)

SOLDIER DRIVING IN CITY AT NIGHT UNDER THE INFLUENCE OF ALCOHOL.

EXAMPLE:

A 22 year old soldier, driving a motorcycle at night under the influence of alcohol, ran a stop sign at a city intersection and collided with a pick-up truck. The soldier was fatally injured.

4. TOO FAST FOR CONDITIONS (9% of driver error cases)

SOLDIER DRIVING ON RURAL ROAD DURING WINTER GOING TOO FAST FOR CONDITIONS OF ROAD (SLIPPERY/RESTRICTED VISIBILITY) AND LOSING CONTROL.

EXAMPLE:

Soldier was driving his pickup truck too fast for conditions during an ice storm. He lost control of his vehicle on the slippery road and slid sideways across the center median. He was killed when an oncoming van slammed into his driver side door.

5. CURVES ON RURAL ROADS (13% of driver error cases)

SOLDIER DRIVING AT EXCESSIVE SPEED FAILED TO PROPERLY NEGOTIATE SHARP CURVE ON RURAL ROAD.

EXAMPLE:

A soldier was killed when his car hit a culvert and flipped as he was on his way home after work on a Friday. In a rush to be with his family, he took a sharp curve without slowing down and lost control. The car went airborne after hitting the culvert and flipped. It came to rest upside down, crushing the roof.

PRE-TRIP SAFETY CHECKLIST - COMMANDER/SUPERVISOR REVIEW GUIDANCE

1. Are travel routes planned in advance?
2. Does driver have strip map (if appropriate)?
3. Are departure and arrival times appropriate to preclude speeding/fatigue and accommodate unexpected delays/bad weather? Is the number of hours allotted sufficient for mileage? (The Army permits 350 miles per day for PCS or TDY travel. Off-duty drivers should plan on no more than 8 hours on the road per day.)
4. Does the planned trip include sufficient time for meals and rest stops? (Drivers should plan for at least a 15-minute rest stop every 2 hours.)
5. Has weather forecast been checked for planned routes/destinations?
6. Is the vehicle in safe operating condition?

7. Is vehicle insurance up to date/current?
8. Does driver have valid driver's license?
9. Does individual know procedure to follow to avoid hurrying in case of an emergency or unscheduled delay i.e., Chain of Command Calling Card.
10. Has the driver been provided with a copy of the Pre-Trip Safety Inspection Checklist.